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THIS IS UNEVALUATED INFORMATION

Newspapers as indicated.

INLAND NAVIGATION NEARING PREWAR LEVEL

SHIPY/RDS ACTIVE -- Polska Zbrojna, No 307, 8 Nov 49

Postwar inland navigation was resumed in Poland in March 1945 with the railing of two passenger boats from Krakow. In 1945 and 1946, the main emphasis was placed on salvaging grounded ships. Only 12 workers were then employed in the Flock shipyards. They had no equipment, and stores were practically empty. In 1946 and in 1947, about 30 vessels were salvaged, completely repaired, and activated. Employment figures were rising steadily to reach the present number of 200-300 workers. Equipment is still lacking, however.

In 1948, the following ships were built: General Swierczewski, General Sikorski, Daszynski, Kilinski, and Zeromski. With the modern equipment of these ships, the long Warsaw-Gdensk route could be activated. The Traugutt, Mazur, and Sowinski were repaired, making river transportation on the Upper and Central Wisla more efficient.

The following tugboats were repaired: Plock, Pomorzanin, Warszawa, Wanda, Dunajec, and others. The Eatory has also been repaired and redecorated. Since June 1948 this ship has been turned over for passenger excursions on the Wisla.

Tugboats and barges now running on the Wisla and the Mazury Lakes have a varrying capacity of nearly 300,000 tons of goods, and handle such commodities as wheat, ceal, and sugar.

Not all possibilities for inland navigation have been exploited so far. Grevel for the reconstruction of Warsaw is shipped on burges, as well as salvage material from Warsaw for Wisla regulation works.

Fassenger service covers 2,500 kilometers of water lanes, including the Wisla, Mazury Lakes, and the waters of the Guansk area. This service is still hampered by wrecked bridges, an insufficient number of dams, and by the fact that considerable stretches of the Wisla have not yet been reated.

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The hull of the Halks, grounded room Marrow, and one of the remaining sunken ships, is now being raised.

Only 30 workers participated in the first labor competition held in the shipyards. There are now 149 workers engaged in labor competition.

There are snippards and repair shops in Plock, Gdansk, Olzycek, and Krakow. The Six-Year Plan provides for unification of all shippards and the coordination of shipping on the Odra and Wisla rivers in 1950. By the end of the Six-Year Plan, Wisla River shipping will be capable of handling 800,000 tons.

The hull of the Ludwig Warynski, sunk near Dobrzychowa in 1939, was salvaged in fall 1949. This ship now has 72 Class II and 40 Class III sleeping accommodations and 68 cabins. It carries 600 passengers, and has a draft of 63 centimeters.

The tugboat Konarski and the dredger Nur have also been put into service.

Four years after the end of the war, the Wisle River navigation is almost at prewar level.

POLES HUILDING NEW-TYPE VESSELS -- Svenska Dagbladet, No 10, 12 Jan 50

It has been reported that the shipperd in Gdansk has begun to make preparations for the construction of a new series of coal and ore carriers. The dimensions of the new vessels are the same as those of vessels constructed in the past, but the new vessels are 90 percent welded, whereas the old vessels were only 15 percent welded.

SZCZECIN HANDLES SHIFMENTS FOR CZECHOSLOVAKIA -- Gazeta Handlewa, No 30,

In October, 22 ships entered Szczecin carrying commodities and raw materials for Czechoslovakiar industry. Besides transshipments through Szczecin, a great volume of metal products for Czechoslovakia was brought in by a Swedish ferry operating from Swinoujscie.

Swedish from one continues in first place; in vessels carried a total cargo of 27,400 tons.

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